The Best Dress Suit Case \$6.25 Ever Bought

We have it-and the big holiday run on it hasn't left many of the cases here. Made of sole leather, with solid brass trimmings, solid leather cor-ners, handle and straps, linen lined —a thoroughly good, perfectly made case, for very little money. That's the 22-inch size, \$6.25; 24-inch size, \$6.75; 26-

inch size, \$7.75. Better Cases, leather lined, very handsomely finished, at \$8, \$9 and \$10.

TOPHAM'S

1231-1233 Pa. Avenue. 1t FACTORY, 1218-1220 E ST.

If it's anything in the

Way of Printing

—let me have a chance to estimate on it. I have a thoroughly up-to-date establishment, fitted for fast and fine work. I print anything "printable." Small charges. "Phone 1679.

Elliott, Quick Printer, 506 10th St.

A Boon to Stenographers.

The Lancaster Government Fountain Pen. It has a greater capacity—a steadier flow of ink and has none of the defects of other fountain pens. Fitted with suitable gold pen for \$2 and up. Fountain pens exchanged and reputered. LANCASTER GOVERNMENT PEN CO., 919 F st.

When they built Hutterly's "Hospital for Sick Watches" A good turn was done the City Post Office.
People can now more easily locate it—as it is situated right opposite Hutterly's place
TWatches cleaned, 75c.—new mainspring,

632 G ST. IS THE HOSPITAL. If you want a \$1 shirt for \$1-here's a \$1 shirt

That's as good a one for the money as you've ever bought. Well made, good materials—lots of service and satisfaction. Then "there are others"—of course—the made-to-your-measure kind—\$1.50 each. Guaranteed to satisfy or Frank Wells, Stirtmaker, 1411 Pa. Ave.

Men's Full Dress Necessities at Half Price.

—Whatever your costume lacks in com-pleteness you can supply from our stock of furnishings at half the usual expense. Full-dress Shields, Drest Ties and Gloves, Silk Handkerchiefs and Mufflers have been reduced to half price.

Dress Shirts and Fine Collars and Cuffs

P. T. HALL, 908 F St. This is the Time

—to have your shirts made to order. New muslin is more heating. They will keep you warm now and be thinned out by summer—making ideal hot-weather shirts. "Sample" one for \$1.50; 3 for \$4.50—a fit and satisfaction or your money back!

"Mayer" 943 Pa. Ave.

Hundreds of heads

Alpines. Hundreds of heads are wearing hats for which their owners paid \$2 which aren't near as good as ours at \$1.50. Wait till they know about the goodness of our Hats! How are they going to know? They'll find it outpeople are talking about it—so are we. CHAS. H. RUOFF,

Up-to-date hatter, 905 Pa. Ave. de31-24d

RARE Effects in High-class NECKWEAR.

50C.

Each Scarf Prettily Boxed,

HENRY FRANC & SON, CORNER THE & D.

THE CRAVAT QUESTION.

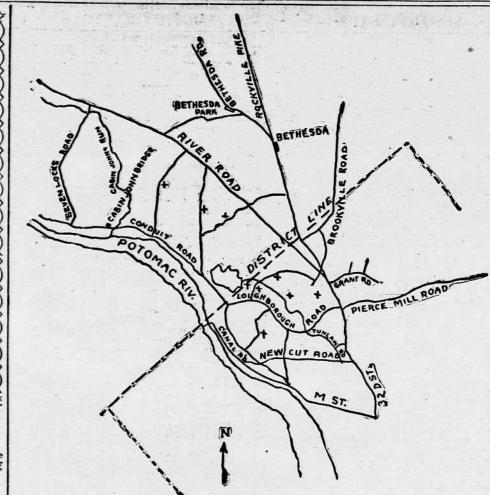
In Regard to Made Ties and a Black Tie With a Dress Suit. From the Providence Journal.

"Among the many subjects which are of profound interest to society and which stand in the greatest need of patient investigation we are aware of none deserving priority over the subject of 'neckwear.' We have put the word in quotation marks because we regard it as open to certain serious objections, despite the sanction which the usage of makers and venders of 'gents' furnishing goods' gives it. 'Neckwear' is as bad as 'electrocuted' or 'in our midst.' There are men in this community whose moral qualities demand respect, though they flaunt with no apparent consciousness of guilt the 'made tie.' It is our duty to reason with such men rather than to berate them, to reprove more in sorrow than in anger. They are not to be confounded with those who sin having light, and who, approving better things, follow worse. A man who wears a 'made tie,' though in peril, is not necessarily lost forever.

"Danger, and one harder to deal with than the 'made tie' in some respects, lies concealed in the black tie which some persons wear with evening dress. Here there is apparently a conflict of testimony on the question of propriety. The New York Times has recently taken very radical ground on the subject. It insists that the young men of fashion who sport it 'do not know any better the gravest charge that could be brought against a highly reputable class in the community, whose sole duty it is to know exactly what is proper and set an example to inferior mortals. A lady, the Times goes on to say, should refuse to ap-pear in public with the man who wears with evening dress anything but a white tie. This is surely a hard saying—not to be lightly accepted. If all the ladies should do as the Times is anxious they should, then the fate of the black tie would be quickly decided. Man cannot do in the long run what woman wishes him not to do. As a matter of fact, we are disposed, after a care-ful consideration of the facts in the case, to believe that the Times is right, in the main. in its assertion that women should not permit the wearing of the black tie on occasions when they are present, while it is wrong in condemning the use of the black tie

altogether. "The black tie was devised, in the first instance, as a distinguishing mark between a guest and a servant, other indications sometimes falling, and it was intended to be worn particularly on occasions when ladies were not present, such as bachelor parties

and political banquets. We do not mean to assert that any abse lutely hard and fast rule has yet been laid down by an authority of unquestioned au-thenticity, or that the tie of black dominating a white expanse of shirt front is yet as absolutely anathema maranatha as the 'made tie.' It is at least 'allowable' in an ill-defined sort of way, as with the 'tailless' or Tuxedo coat, or in the privacy of the family circle. This is, we think, all that can he fairly said on the subject just at present. But we wait eagerly for further light."



TRIPS FOR WHEELMEN

Fourteen Routes West of the City Described.

FROM TWO TO TWENTY-THREE MILES

Hills to Be Avoided as Much as Possible.

Having given a general description of the map in the article which appeared in The Star Monday of last week, for the further benefit of the general pleasure riding public, a number of good routes will be indicated in this article. From the map has teen picked out fourteen routes, which will benefit driving parties as well as cyclists. With the map before him a rider ought to be able to pick out double the number of pleasant rides that are enumerated, and yet this territory embraces only the western section of the District and surrounding vicinity of Maryland.

Through a mistake the name of the Ridge or Foxhall road is not printed on the map. This is the short, straight road, connecting the Loughborough and the Canal road, and into which the Conduit road runs. The semi-circular road which branches off from the River road at Tenleytown is the old

the River road at Tenleytown is the old Military or Lodge road, but it is not much used for cycling purposes.

The lower or distributing reservoir is not shown in the map. Its location is in the northern apex of the triangle formed by the New Cut, Conduit and Canal roads.

The routes herein mentioned are suitable for all classes of riders, ranging in length from two to twenty-three miles, giving plenty of room for exercise.

Roads marked with an X are private Roads marked with an X are private roads and bad in all kinds of weather generally for vehicles, and from this their val-

ue for bicycle purposes can be imagined.
As arranged in this article, the routes are fixed so as to avoid hills, which to a new rider appear like mountains when forced to ride them.

The Shortest Run. The shortest run is only about two miles in length, and the route is as follows: Up 32d to N street, to 35th street, thence northward to T street, the west continuation of which is the New Cut road, to the Foxhall or Ridge road, southward to the beginning of the Conduit road, to the Canal road, and thence eastward to the point of beginning.
This is the route which makes a practical circuit of Georgetown, and quite a pretty ride. When ridden this way there is only one small hill to climb, and that on the New Cut road just before its intersection with the Foxhall road. The city riding through Georgetown, with the exception of 32d street, is all concrete, though up hill. This route is made a mile longer by taking in the least few and the street of the stre ing in the loop formed by the roads west of the Ridge road. Instead of leaving the New Cut road at the Ridge road continue conward, in a northwesterly direction, until the Conduit road is reached at the middle of the lower or distributing reservoir, and then come east, returning to the Foxhall or

then come east, returning to the Foxhall or Ridge road just at the point to ride the steep hill to the Canal road.

A third route is to ride straight out the Canal road to the Chain bridge, the end of the road. This is only three miles from the starting point, or six miles for the trip, and the scenery of the upper Potomac is well worth the trip. well worth the trip.

Another route to this same place is to start out as in the first mentioned route,

but instead of turning keep straight on the New Cut road to its end in the Canal road, about a mile and a half from the Chain bridge. The return trip can be made down the Canal read, which is the only level road in this city, having no inclines during its entire length. The New, Cut road, between the Conduit and Canal roads, is composed chiefly of clay, and in dry weather affords good riding, but it is a bad place for cycling in wet weather. The road is a much-trav-eled highway, consequently full of ruts. There is a good decline from the Conduit road down. By this route the total distance is about six and a half miles.

A fifth route to the same destination would be to ride up the Canal road to the Foxhall, climb the steep hill, either a-wheel or afoot, ride out the Conduit road to the New Cut, thence to the Canal road again. This trip is but a fraction over six miles.

Another Pretty Ride. One of the prettiest rides imaginable is to ride out 35th street to Tenleytown road, thence northward, parallel with the railroad track, to the Loughborough road, and out that highway to the Ridge road, which is the second highway entering the former road from the south and at a point about two miles from its intersection with the Tenleytown road, or 32d street extended. Ride down the Ridge road to the Canal road, or, if desirable, a turn can be made at the crossing with New Cut road, and Georgetown entered via 35th street. This last mentioned terminal is perhaps the

The rider will have two little hills to climb on the New Cut road, but after emerging in 35th street there is a splendid coast over asphalt from this point down to

N street, and continued eastward to 32d street, a total of ten city blocks

This is a good test for the coasting qualities of a bicycle. When the other finish is taken there are no bills have the street. taken there are no hills, but the granite blocks on M street have to be ridden. This trip will measure ten miles, approximately. Another route, which is No. 7, is to ridup 32d street extended to the Loughborough road, out this road and turn down the Tunlaw road, the first highway encountered,

Instead of turning off from the Tunian road at the short turn just near the southern end, which opens up opposite the power house of the Georgetown and Tenleytown road, keep straight on until you enter the New Cut road, just west of the House of the Good Shepherd; then ride westward to the Ridge, Conduit or Canal road, and use any of the short routes first mentioned in

The shortest distance will be about and a half miles, and the longest will be but a fraction over eleven miles, even when the return route is carried as far west as the Chain bridge. Still another way to cover this territory is to ride out the Tunlaw road to the Loughborough, thence west to the Ridge road and down. A ride of this kind will not

equal less than three leagues. A Twelve-Mile Ride. A pleasant twelve-mile ride would be over

Loughborough road, westward its entire length, to the Conduit road, the entrance being between the girls' reform school to the left and the big, or receiving, or upper, or Dalecarlia reservoir. It is a short twelve miles, however. From the Ridge road to the Conduit road the Loughborough is known as the Chain bridge. On the southward trip there are plenty of hills to coast and few to climb, but if the ride be reversed the hills would prove to be big obstacles. A short ride, and likewise a nice one, is to go straight out the Tenleytown road to the District line, which is marked by the terminal of three lines of electric railways. From the brow of the hill at which the River and Brookville roads join to the District line there is one good hill to coast and also two smaller hills. To avoid these on the return trip, and to have a level road, take the cross-road, which runs immediately north of The Willows, and ride to the Brookville road, and thence south to the Tenleytown road. The distance is only six miles. or Dalecarlia reservoir. It is a short twelve

Route No. 11 is out to Bethesda Park, and measures but eight miles each way. Continue on the Tenleytown road past Bethesda post office, and avoid the Rockville pike by turning to the left at the blacksmith shop. Outside of the District line the road is several shades worse, but still ridable, and its condition will be found to be about the same all the way out. The road is really a continuation of the Rockville pike, the most direct highway to that county seat, but the lower portion, as far as the Bethesda road, is about 100 per cent better.

To Cabin John Bridge.

Cabin John Bridge is only seven miles out, via the Conduit road; in fact, not quite that distance. This is, perhaps, the most popular ride around this city, and, on account of this, it may be passed with a mere mention. A variation, and a good one at that, to the A variation, and a good one at that, to the much-traveled route is by way of 32d street and the Loughborough road. This increases the distance by several miles, and would make the round trip aggregate about seventeen, instead of fourteen, miles.

Route No. 13, like the superstition connected with that number, is a "Jonah" sort of a trip. This route is to enter the River road at Tenleytown and ride to the first cross-roads, and turn south on the Seven

road at Tenleytown and ride to the first cross-roads, and turn south on the Seven Locks or Persimmon Tree road, which enters the Conduit road about a mile and a quarter above Cabin John bridge. This trip is close on to twenty miles, and is rather tough, because of the River road, the surface of which in places is absolutely vile. For a short distance after leaving Tenleytown road and River road is excellent, and town road and River road is excellent, and dually appears. There are streams to ride through, marshy places to pedal over, hills to climb, and last, but the worst of all, no good road when any level stretch is reached.

The 14th and last route is a sort of variation of the above route, slightly, but only slightly, better. This route is via Bethesda, turning off from the main road just at the southern extremity of the park and fiding out the narrow dirt road until the River road is reached. This will give only a few miles riding over the last named road. The distance is increased considerably by the change, and the round trip will

Finished the Investigation. The committee investigating Lord Dun-

raven's charges against Defender has finished the taking of evidence. The St. James Gazette of London, refer ring to the hurried departure of Lord Dun-"Lord Dunraven, instead of leaving, should have faced the judgment of the New York Yacht Club like an English gentleman, in New York, where alone an amende honorable from either party could ade-quately be made."

CLOSING THE EXPOSITION. Clear and Bright Weather for the

The final day of the Atlanta exposition was clear and bright. During the early morning, the temperature was low, but after the sun rose the weather moderated rapidly and the grounds were thronged. Many of the exhibitors had a large harvest in the sale of souvenirs, while the Chinese village auctioned off its bric-a-brac. The exhibits were all in good shape, and were

not disturbed until after dark. Last even-

Last Day.

charms for the multitude. The directors held a meeting at 4 o'clock and transacted business of importance, mainly directed toward fire and police protection for the grounds and buildings. Last night a force of experts began pack-ing up the pictures in the art gallery, and a similar work was begun on the government exhibit and the mines and forestry

building. By resolution of the board of directors all salaries and wages ceased last night, but the president is empowered to make new contracts for such limited help as may be necessary to wind up the affairs of the company. The Pennsylvania building will be formally turned over to the Piedmont Driving Club by Commissioner Keenan very soon. The New York state building will also pass into the hands of the club. Both of these structures were erected on the grounds of the driving club. Illinois building has not been disposed of, but will probably be sold. The Massachusetts building has already been presented by the commissioners to the Atlanta chapter of the Daughters of the American Revolution.

Mr. Inman, chairman of the finance committee, said the exposition, when all the debts are paid, will have cost the city of Atlanta about \$200,000, or less than 10 per cent of the money expended on the enterprise. This includes the original subscription and the appropriation made by the

This result is regarded as very satisfactory. It is estimated that the immediate benefit to Atlanta in money expended by exposition visitors amounts to \$5.000,000, and that the ultimate benefits to the cit; and the cotton states are immeasurably beyond this or any other conservative fig ure that could be approximately stated.

Modern Meteorology. From the New York Weekly.

Farmer's Wife-"The corn husks are very thin. John.' Husband-"Y-e-s." "The birds are starting south very late."

"Y-e-s."

"The beavers are building as if they d.dn't expect a freeze before next March."
"Yes, Mariah; them signs point to a late and a mild winter, but them signs don't count no more. Coal is going up like sixty, and that means early frosts, ten-foot snowdrifts, three-foot ice, and two blizzards a week till next April. That sign never fails, Mariah.'

The Tennessee convict lease system ended yesterday, and some 1,600 convicts are turn-A pleasant twelve-mile ride would be over to the state by the lessees to be the following course: Out 32d street to the cared for.

MENDING A BICYCLE

Importance of Understanding Its Mechanism.

Rules for Telling the Distance Covered."

SOME TABLES OF INTEREST

Though Washington may be a red hot bicycle town, there is probably no city in the country where the knowledge of the construction of the wheel by the rider is so little known. For a mere puncture nearly one-half of the riders will place the wheel in a repair shop for mending, and for numberless other trivial repairs the wheel is sent in. Unless attended to, the nuts on any machine are apt to work loose, more so where the bicycle is fre-

quently used. This accounts for so many wheels in which the front and back wheels work loose, and in which the riders imagine the bearings have worn. Then, again, the crank axle is apt to work loose, which can be easily remedied by readjusting the bearng cone.

Most riders are ignerant of these minor defects, and by little labor from an apprentice the repair man realizes an immense profit. They are in the business for the money, and these minor repairs are a bonanza to them. It has been said that an experienced rider, one who has a usual amount of brains, can attend to all repairs on the wheel, where all parts are self-adjusting, except a bent or broken frame or a badly buckled wheel. This statement is as near

The Matter of Gearing.

true as can be.

One of the most important things in which the average cyclist is extremely ignorant is in the matter of gear. A "sixtyeight gear" or a "seventy-two gear," etc., is easily expressed, and while some have an idea as to what it means, almost all are ignorant of the method of obtaining it. The matter of gear is the application of one of the simple rules of mechanics to the construction of the bicycle. Its workthe construction of the bicycle. Its workings are extremely easy. As expressed in figures, the gear of a bicycle means the diameter of a wheel, one revolution of which will equal one revolution of the pedals. This is simple enough, but the next question is the finding of the gear.

This is just as simple, and the operation is performed as follows: Divide the number of teeth in the main sprocket—that is, the wheel at the pedals—by the number of teeth on the rear sprocket, which is fastened at the axle of the rear wheel, and multiply the quotient by the diameter of the rear wheel of the machine.

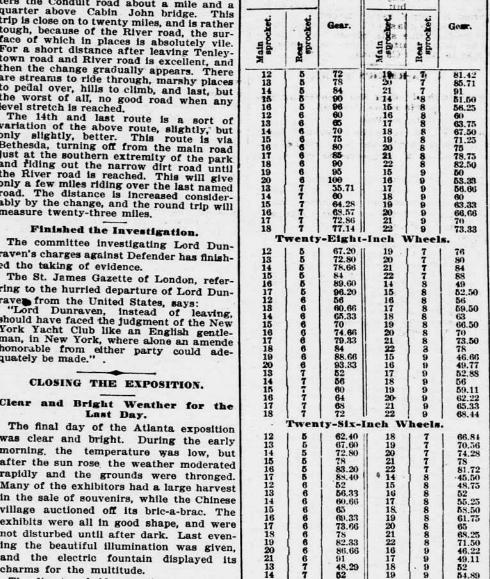
As an example, take a bicycle the diameter.

As an example, take a bicycle the diameter of the rear wheel of which is twentyeter of the rear wheel of which is twentyeight inches, with seventeen teeth on the
main sprocket and seven on the rear. Seventeen divided by seven will give two and
three-sevenths as a quotient, and multiplying this by twenty-eight, the diameter
in inches of the rear wheel, one gets sixtyeight as a product, which represents the
gear of the machine.

For the benefit of wheelmen and for preservation for future use, the following correct table of gearing for various wheels

Thirty-Inch Wheels.

Teeth.



Another question which the bicyclist often asks is in regard to the number of revolutions made in a mile. In actual riding this is a very easy thing where a mile is marked off exactly, but there are so few accurately measured miles that this effor s never accomplished. Even with the aid of a cyclometer this is not a very easy matter. While a practical demonstration may be more valuable, the answer can be calculated without much trouble, and if the can devote his mind to the subject, can calculate the distance he travels much more accurately than a tourist in a railway car counting telegraph poles on the jour-

The circumference of a circle is equal to about three and one-seventh times the di ameter. This is a small fraction over the correct number, which is 3.1416. As the wheels of a bicycle are perfect circles, this rule applies to them. In a mile there are 5,280 feet, or 63,360 inches. As the gear of a blcycle is always represented in inches, the rule would be to multiply the number by 3.1416 to give the distance in inches quivalent to one revolution of the pedals Having found the distance of one revolu-tion, we have but to divide this into the total number of inches in a mile, 63,360, and the quotient will give the desired answer. Or we can reduce the distance covered by one revolution of the pedals to feet by dividing by twelve, the number of inches in one foot, and see how many times this quotient is contained in 5,280, the total number of feet in one mile. This will give the same answer as by the other process, the only difference being that in one inthe only difference being that in one in stance the result will be expressed in inches, while in the other the result will be in feet, leaving different divisors and dividends.

A Valuable Table. A table of the most used gears, with an wers in round numbers, is as follows: Revolutions Gear. Revolution

In computing the number of revolutions to the mile it is entirely unnecessary to take into consideration the diameter of the rear wheel of the bicycle. That is only a factor in establishing the gear, and when calm, serene and peaceful one.)

All About Washington City.

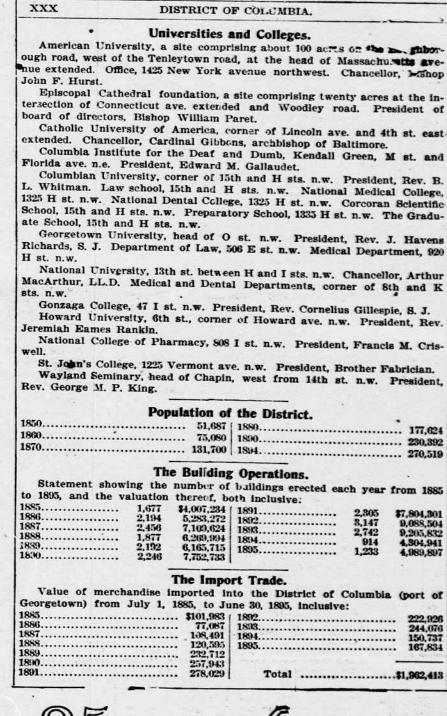
That which we feel we know we rarely know at all!

But few Washingtonians know all about their native city. Do you, kind reader, know the area and population of Washington city-how it is governed, and its relationship to the national government?

Do you know how it ranks as a manufacturing city, its

imports, &c.?

Below we give a "sample" of the 32 pages devoted to the city of Washington, which is but a small, but important feature of The Evening Star's Almanac and Hand-book for 1896:



25c. a Copy.

To be had at the Star Office, Cor. 11th and Pa. Ave., at News Stands, or will be sent by mail upon receipt of price.

for the operation. A twenty-six-inch wheel may have the same gear as a thirty-inch wheel, the difference in establishin fact lying entirely with the number of teeth in the respective sprocket wheels, and no matter what the size of the wheels of ma-chines, the gears being equal, the same number of revolutions per mile will follow With these figures as a basis, the cyclist can do an immense amount of calculating In a short trip to Fort Myer, which is only three miles distant, on a sixty-eight-geared machine the rider would have to push the pedals around over 888 times in making the journey, while if he rode a low-gear machine, say, fifty-three, he would make over 1.140 revolutions, or over 250 additional revolutions in the same time. To make the dif-ference greater, suppose we take an eighty-

gear bicycle, a good many of them being ridden in this city.

The cyclist would then make but a few over 753 revolutions. If we take a man walking the distance, and allowing him a fifteeninch step, he will make 4,224 steps to a mile, 12,672 steps for the journey. This only illustrates the advantage of the blcycle as a eans of speedy locomotion.

WOMEN AND BUSINESS. A Moral Drawn From the Sad Experience of Mrs. Custer.

From the New York Herald.

Women are beginning to realize the signal need of knowing something of business methods. The cruel losses recently sustained by that most charming of vomen, Mrs. Elizabeth R. Custer, bring the necessity keenly home to those among the sisterhood who have no "natural protectors"-as fathers, husbands and brothers are, not inappropriately, classified. Whether a woman has a "natural protector" or not it is becoming more and more evident that she should, at least, insist upon having her investments put in her own name. Mrs. Custer's experience, unfortunately, is by no means rare, but because of the almost sacred nature of the money invested the loss of it seems peculiarly sad.

Gen. Custer, notwithstanding the privaions of his life as a soldier on the frontier. faithfully kept alive his insurance policy The insurance money that came to Mrs Custer upon her husband's death was put into the hands of a tried and trusted friend of both herself and husband—a lawyer, in their former home in Michigan. For nineteen years the interest of the investment was regularly sent her. It chiefly consisted in mortgages, two of which her investor spoke a bit doubtfully of, to be sure, and, as years passed, he warned her against one of the mortgages in particular. He recently died. His accounts were found to be in a most unsatisfactory condition. He had inrested Mrs. Custer's money in his own name. It proved to be an injudicious investment. He failed to realize what he expected. Mrs. Custer lost at least \$5,000. The saddest revelation was that the worthless mortgage of which he had warned her was against himself.

Under the Mistletoe.

She (under mistletoe, to New Year caller)-"Algernon Sidney Willets, don't be a chump an' rush away jus' as if you had nothin' to remember. Jus' refleck a bit. Ain't there some little thing that you've overlooked?"
(There was no scuffling; the kiss was a

WANTED TOO MUCH. The Latter Part of a Complex Scheme

Fails to Work Successfully. the Courier-Journal. Said a wholesale whisky merchant: "We

have the reputation of giving more for charity than any other class of men. While we get credit for some things we do, yet there are many calls made upon us that are never recorded. I remember a case not long ago. A former prosperous citizen came into our establishment. He took out his handkerchief and wiped the tears that came into his eyes. In a broken-hearted manner he said that his wife was dying, and that the doctor had prescribed whisky, but that he did not have any money. When he told such a tale of woe I said:

"'My friend, if your wife is really sick, I wift give you the whisky.'

"He swore he was telling the truth, and I put the whisky in a bottle on which was our brand. He left, the happiest-looking man in the world. I was feeling good also, and was flattering myself into thinking I might be another good Samaritan, when presently my friend reappeared. This time his tears were rolling down and his frame was shaking with convulsive sobs. I went over to him and asked 'Is your wife dead?'
"'Oh, no!' he replied, 'but I am afraid
she will die, as just as I was at my front gate I slipped on the steps and dropped the bottle, which broke into a thousand pieces. picked up the pieces and have brought hem back for you to see, and to beg that you will give me another bottle." 'I was touched and turned to get him another bottle, when to my surprise I got a glance at a piece of the glass. I said: Ex-cuse me, my friend, but the bottle I gave you was white glass, and that one is green then examined the pieces and found that

t was not the bottle nor our brand. The

it was not the bottle nor our brand. The liquid on the glass was water. As I looked at my friend he picked up the pieces, turned red, mumbled an excuse, and sneaked off." Hypnotism in Surgery. From the Baltimore American. A striking example of the efficacy of hyp-

notism as an adjunct to surgical science was demonstrated within the past few days at the Johns Hopkins Hospital. This casea difficult one of long standing and obscure symptoms-was that of a young lady into whose side an incision was made and a diseased kidney was treated. The incision was then sewed up, and she is now recovering, suffering no pain or inconvenience what-

This difficult and painful, as well as dan gerous, operation was done while the patient was under hypnotic suggestion, being hyp-notized by one of the medical staff. The patient was in the hypnotic state for about half an hour, and when seen at the hospital yesterday was delighted with the success of the experiment, declaring she felt no pain or consciousness whatever when the operation was in progress, save that she had a confused and not unpleasant impression that some one stood by her side and was cutting paper with a pair of scissors. After consciousness had returned she said she felt the natural pain consequent to any surgical operation done while under ordinary anaesthetics. Hypnosis, in her case, was limited only to the time it required for the operation. It is, however, possible to continue the suggestion until the patient is out THE FAKIRS OF INDIA.

Marvelous Feats Performed by Them-Testimony of a Chicago Witness. From the Chicago Inter-Ocean.

Prof. J. G. Leonard, a Chicago oculist, spent nine menths in investigating his favorite science as practiced in the orient. He says that 90 per cent of the feats he saw done by the yogis, conjurers or fakirs of India he can perform himself, but that 10 per cent of them completely mystify him. Speaking to a reporter, the professor

"The most remarkable performance of the yogi was an example of what is sometimes called levitation. Four sabers were thrust into the ground with their sharp points up. After two yogis had made passes before his face and apparently hyp-notized a man perfectly nude, they placed him on the points of the sabers. He rested on them, unsupported by anything else, for perhaps two minutes. Then the yogis lift-ed his body about a foot above the swords, removed their hands, and he remained susremoved their hands, and he remained suspended in the air for fully a minute. Then, at a signal from one of the fakirs, his feet descended and his head raised until his body was perpendicular, and he stood erect on the ground and then woke up. While his body was suspended in the air I passed under it and satisfied myself that there was absolutely no support. I know exactly how Kellar and Herrmann perform their feats in levitation, but this was not done in the in levitation, but this was not done in the

same way.
"Another thing which I could not understand was done by a fakir and a boy of fourteen years, the latter being stripped of all olothing. From a spool the fakir unwound about thirty feet of thread, coiled it wound about thirty feet of thread, coiled it and then cut it up into pieces seven or eight inches long. These he rolled into a ball and gave it to the boy, who swallowed it. A minute later the fakir made a small incision in the boy's left side, cutting through the skin, then picked around with a pin until he extracted the end of the thread. With my own fingers I then pulled out through the skin of that boy about three feet of the thread. Then I asked the fakir to pull out the rest of it, and he did pull out about twenty-seven feet more of it. pull out about twenty-seven feet more of it. Before he made the incision in the boy's side I examined the place carefully, and

side I examined the place carefully, and there was no lump or other indication of anything being under the skin. When the thread was withdrawn there was no sign of the place it came from.

"Some people have tried to explain the feats of the conjurers, or yogis, of India by saying that the witnesses were hypnotized and believed they saw things which never and believed they saw things which never the same than the same inand believed they saw things which never were done, and I confess I was once inclined to this theory, but I am convinced that it is not correct. It might be possible to hypnotize one or two persons in a crowd of onlookers, but not all. Moreover, I have found that the oriental conjurer knows less of hypnotism than French and American scientists do."

Thoroughly Independent.

W. H. Miller, a miner living on Soldier creek, in Oregon, is an extremely independent man. He owns a rich ledge, from

From the New York Tribune.

which he can easily get \$10 or \$12 worth of cre every day and have plenty of time to sit around and talk about Venezuela and the tariff. He could sell out his property for a large sum, but he declines all offers. He lives alone and his wants are few. "The ledge will stay there," he says. "I own it. I'm independent as a hog on ice, and I'm happy and contented to stay just as I am."